

REPORT ON SDC5

1. Agenda item 1 - Adoption of the agenda

The following Working and Drafting Groups were set up:

- a. Working Group 1 on Safe Mooring Operations (agenda item 10); **This will be of Interest to IFSMA. IFSMA represented by David Appleton, Nautilus International.**
- b. Working Group 2 on Carriage of more than 12 Industrial Personnel on board Vessels Engaged on International Voyages (agenda item 7); **This is of interest to IFSMA. Lack of manpower precluded IFSMA participation, but will be monitored and handled from Plenary by Sec Gen if required.**
- c. Working Group 3 on Amendments to the 2011 ESP Code (agenda item 8);
- d. Drafting Group 1 on Subdivision and Damage Stability (agenda items 3 and 4); **Owing to lack of manpower precluded AFSMA participation. Will be handled by Sec Gen from Plenary.**
- e. Drafting Group 2 on Guidelines for Wing-in-Ground (WIG) Craft (agenda item 11). **Of interest to IFSMA but expect to handle from Plenary by Sec Gen if required.**

2. Agenda item 2. Decisions of other IMO bodies

- a. SDC 5/2 and 5/2/1 - Secretariat - Outcome of MSC 98
 - i. The Sub-Committee will be informed of relevant decisions made and action taken by MSC 98, III 4 and A30, and will be invited to take action, as appropriate, under the relevant agenda items.
 - ii. **Nothing significant for IFSMA**

3. Agenda item 3 - Amendments to SOLAS regulation II-1/8-1 on the availability of passenger ships' electrical power supply in cases of flooding from side raking damage.
 - a. SDC 5/3 - United States - Report of the Correspondence Group
 - i. This will be sent to DG1
 - b. SDC 5/3/1 - CS, CLIA, RINA and Interferry – Comments on above
 - i. Argues to limit flooding to one compartment only

This subject sent back to MSC for clarification.
4. Agenda item 4 - Computerized stability support for the master in case of flooding for existing passenger ships
 - a. SDC 5/4 Chair of WG - Report of the Working Group at SDC 4 (part 2)
 - b. SDC 5/4/1 - United States - Report of the Correspondence Group
 - i. As above. **This and Item 3 will be taken together in DG1 and is of interest to IFSMA. Lack of manpower precluded IFSMA taking part.**
 - ii. **The DG finalised guidelines and clarified that the entry into force would be the first renewal survey after 5 years after the entry into force date. The draft circular will be sent to MSC for approval.**
5. Agenda item 5 - Review SOLAS chapter II-1, parts B-2 to B-4, to ensure consistency with parts B and B-1 with regard to watertight integrity
 - a. SDC 5/5 – Norway - Proposals for discussion and possible amendments
 - b. The Sub-Committee will be invited to start reviewing parts B-2 to B-4 of SOLAS chapter II-1 to ensure consistency with parts B and B-1 with regard to watertight integrity, taking into account any relevant documents submitted to the session (SDC 4/16, paragraph 13.8).
Nothing Significant for IFSMA.
6. Agenda item 6 - Finalization of second generation intact stability criteria
 - a. SDC 5/6 - Japan - Report of the Correspondence Group
 - b. SDC 5/6/1 – Ch of WG – Report of the Working Group at SDC 4 (part 2)
 - c. SDC 5/6/2 – Japan – Comments on the calculation method for parametric roll amplitude in the second check of the level 2 vulnerability criterion for parametric rolling failure mode
 - d. SDC 5/6/3 – China – Comments on draft Guidelines of direct stability

- assessment procedures for surf-riding/broaching stability failure mode
- e. SDC 5/6/4 – China – Comments on the vulnerability criteria of parametric roll and relevant draft Guidelines of direct stability assessment procedures
 - f. SDC 5/6/5 – China – Proposal on improving consistency of pure loss of stability vulnerability criteria
 - g. SDC 5/6/6 – China – Proposals on validation of the mathematical model for the direct stability assessment of pure loss of stability
 - h. SDC 5/6/7 – China – Sample calculations and comments on the draft guidelines of direct stability assessment procedures for excessive acceleration
 - i. SDC 5/6/8 – Poland – Proposal for the modification of the method for predicting the natural period of ships' roll
 - j. SDC 5/6/9 – Germany – Finalization of the draft guidelines for the specification of direct stability assessment, and for the preparation and approval of operational limitations and operational guidance
 - k. SDC 5/6/11 – Germany – Comments on the report of the Correspondence Group on Intact Stability regarding dead ship condition stability criteria
 - l. SDC 5/6/10 – USA – Proposal for the structure of draft amendments to part B of the 2008 IS Code pertaining to the second-generation intact stability criteria
 - m. SDC 5/6/12 and 12/Corr.1 – Japan – Comments on document SDC 5/6
 - n. SDC 5/6/13 – Japan – Comments on document SDC 5/6 – Application example of direct stability assessment for excessive acceleration failure mode
 - o. SDC 5/6/14 – Fin, Swe – Comments on document SDC 5/6
 - p. SDC 5/Inf.4 and Add.1 – Japan – Information collected by the Correspondence Group on Intact Stability
 - q. SDC 5/Inf.7 – Japan - Application examples of direct stability assessment for pure loss of stability, parametric rolling and dead ship condition failure modes
 - r. SDC 5/Inf.8 – China – Sample calculations and validations of the direct stability assessment of parametric roll
 - s. SDC 5/Inf.9 – China – Validation of the simplified formula for the vulnerability criteria of excessive acceleration
 - t. SDC 5/Inf.10 – Germany – Finalization of draft Guidelines for the

specification of direct stability assessment

- u. SDC 5/Inf.11 – Germany – Finalization of the draft Guidelines for the preparation and approval of operational limitations and operational guidance
 - v. SDC 5/Inf.12 – Brazil – Sample ship calculation results
 - w. This is a complex and very technical Item and involves a lot of debate in plenary and has been ongoing for a number of years. Whilst it appears that there is nothing significant for IFSMA, it will have an impact on the Shipmaster when implemented and therefore it was important to listen closely to the debate. The Chair stated the importance to keeping the debate clear, concise and simple in order that Plenary can set effective targets for SDC6. He further stated that the CG need some very clear ToR if they are to succeed and therefore asked for a small informal group to get together to achieve this. The informal Group would consist of Japan(chair), to propose a J Paper for Plenary by Friday for discussion/agreement. To that end, all papers submitted for this Item will be send for discussion by the Informal Group for consideration and will not be discussed further at plenary.
 - x. The informal group reported back to plenary on Friday with a set of TOR for the correspondence group with a proposal for an inter session working group prior to SDC 6. After extensive discussion it was proposed by the chair that the correspondence group would work until SDC 7 with a request being put forward to MSC for an expert group at SDC 6. The chair advised that if the work is not ready for a drafting group by SDC 7 then the output will be cancelled.
7. Agenda item 7 (WG2)- Mandatory instrument and/or provisions addressing safety standards for the carriage of more than 12 industrial personnel on board vessels engaged on international voyages
- a. SDC 5/7 – Norway – Report of the Correspondence Group
 - b. SDC 5/7/1 – Denmark – Safety analysis for high-speed offshore vessels carrying up to 60 persons
 - c. SDC 5/7/2 – France – Comments on document SDC 5/7
 - d. SDC 5/7/3 – USA – Proposal for the substance of the new Code of Safety for Ships Carrying Industrial Personnel
 - e. SDC 5/7/4 – IACS – Comments on document SDC 5/7
 - f. SDC 5/7/5 – Vanuatu and ICS – Comments on document SDC 5/7

- g. SDC 5/Inf.2 – Denmark – Safety analysis for high-speed offshore vessels carrying up to 60 persons
- h. SDC 5/Inf.3 – Denmark – Interim guideline for approval of high-speed offshore vessels carrying more than 12 industrial personnel
- i. There was much discussion on this subject in Plenary which took considerable time and much of which could well have been raised in the WG. The Nautical Institute raised a very good point that there needs to be a very good process for monitoring the movement of these personnel when working to/from Platforms and windfarms.
- j. The Chair summed up by stating that all the Papers should go to the WG for discussion as there were a number of Delegations for and against a number of the points raised. The actions requested of the WG were agreed by the Correspondence Group via the Sub-Committee. The WG was therefore established and released in accordance with the drafted ToR.
- k. The working group report advised that work had begun on the draft new chapter of SOLAS based on the following agreements:
 - .1 the draft new code is an add-on to SOLAS provisions;
 - .2 the draft new code applies to cargo ships of 500 gross tonnage and above;
 - .3 the definition of the term "international voyage" should not be modified(i.e. definition in SOLAS regulation I/2(d));
 - .4 non-mandatory instruments should not be referenced in the aforementioned instruments, the relevant parts of the text should be reproduced instead; and
 - .5 with regard to training criteria for industrial personnel, the STCW Convention should not be referenced in the draft new code, relevant parts of the text should be reproduced in the code.

The correspondence group was reformed noting that there are still issues that must be clarified by MSC.

- 8. Agenda item 8 (WG3)- Amendments to the 2011 ESP Code
 - a. SDC 5/8 – Sec – Request for clarification regarding footnotes of the new consolidated version of the ESP Code
 - b. SDC 5/8/1 – IACS – Report on the analysis of the 2011 ESP Code –

Proposal of editorial changes identifying all mandatory requirements and improving the format of the tables and forms

- c. SDC 5/8/2 – IACS – Draft amendments to the 2011 ESP Code
- d. SDC 5/Inf.6 – IACS – Updates to the 2011 ESP Code
- e. This Agenda Item is a proposal of editorial changes identifying all mandatory requirements and improving the format of the tables and forms – **Nothing significant for IFSMA**

9. Agenda item 9 - Unified interpretation to provisions of IMO safety, security, and environment-related conventions

- a. SDC 5/9 – IACS - Clarification on the safe return to port requirement for the liquid level monitoring systems
- b. SDC 5/9/1 – CLIA – Unified interpretation of SOLAS regulation II-2/13 regarding means of escape from control stations, accommodation and service spaces in case of flooding
- c. **Nothing significant for IFSMA. Noted that this might require a change to SOLAS rather than agreeing a Unified Interpretation.**

10. Agenda item 10 (WG 1) - Revised SOLAS regulation II-1/3-8 and associated guidelines (MSC.1/Circ.1175) and new guidelines for safe mooring operations for all ships

- a. A Working Group(1) will be formed to address unresolved issues from the Correspondence Group and work towards finalizing the draft revised SOLAS regulation II-1/3-8 and associated Guidelines, taking into account the decisions of the Sub-Committee.
 - i. SDC 5/10 and 10/Add.1 – Den, Japan- and Report of the Correspondence Group
 - ii. Paras 5-11 contain the remaining issues to be discussed by WG1
- b. SDC 5/10/1 – Marshall Isles and UK - Report on a mooring deck accident
- c. SDC 5/10/2 - DPRK - Comments on document SDC 5/10/Add.1
- d. SDC 5/10/3 – DPRK - Comments on document SDC 5/10
- e. SDC 5/10/4 – Antigua and Barbuda, Italy, Liberia, Marshall Islands, Panama, Spain, ICS, BIMCO, ICHCA, OCIMF, INTERTANKO, SIGTTO and NI - Comments on documents SDC 5/10 and SDC 5/10/Add.1

- f. SDC 5/10/5 – Japan and R of Korea - Comments on document SDC 5/10 – Draft revised SOLAS regulation II-1/3-8
- g. SDC 5/10/6 - Japan - Comments on document SDC 5/10 – Draft Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring
 - i. David Appleton (Nautilus Int) represented IFSMA on the WG at SDC 4 and will do so again for SDC5. As IFSMA had no spare capacity to take part in the Correspondence Group, Captain Harry Gale (Nautical Institute) looked out for IFSMA interests.
- h. The above documents were all relevant, with no significant discussion from the floor despite numerous interventions from Delegations, for the WG to take forward. They contain no issues of concern for IFSMA. The WG was formed after the lunch break.
- i. IFSMA attended the working group and made representations on a number of issues including the mandatory application of the guidelines to ships of under 3000gt and the use of the term “including lines” when selecting appropriate mooring equipment for ships. The revised SOLAS regulation was agreed in principle and the development of the guidance will continue in a correspondence group for which IFSMA is registered.

11. Agenda item 11 Guidelines for wing-in-ground craft

- a. SDC 5/11 – China, France, Russian Fed and NI – Revision of the Interim Guidelines for Wing-in-Ground craft
- b. SDC 5/Inf.5 – As above - Draft consolidated text of the revised Interim Guidelines for wing-in-ground (WIG) craft
- c. The Sub-Committee will be invited to consider the consolidated text of the draft Guidelines developed by interested Member States and international organizations (SDC 4/16, paragraph 15.6), together with any other relevant documents submitted to the session. A drafting group may be established to finalize this matter.
- d. General comments: (Germany) Communications and Navigation equipment to be referred to NCSR when other matters complete. (Russia) requirements for small WIG craft should be placed in a separate document. (France) Application of aviation standards, logical for these standards to be referenced.
- e. Noted that WIG craft do not always proceed at high speed (e.g.

200knots), for example during takeoff and landing. Drafting group were asked to provide a form or words to cover COLREGS situation.

- f. The DG presented draft guidelines for approval by MSC. The issue of COLREGS situations has been addressed.

- 12. Agenda item 12 - Biennial status report and provisional agenda for SDC 6
 - a. The Sub-Committee will be invited to review its biennial status report, taking into account the 2018-2019 biennial agenda approved by MSC 98 and the progress made at the session, and to prepare the draft provisional agenda for SDC 6, in accordance with the Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies (MSC-MEPC.1/Circ.5), for approval by MSC 99. **NSFI**

- 13. Agenda item 13 Election of Chair and Vice-Chair for 2019

Kevin Hunter was unanimously re-elected as chair. Mrs. Stemray of Norway was re-elected as vice chair.

- 14. Agenda item 14 – Any other Business
 - a. SDC 5/14 – Sec - Review of the 2008 IS Code – References to non-mandatory provisions of part B in the mandatory paragraphs of part A, and footnotes containing a text intended to be a mandatory part of the Cod
 - i. **Nothing significant for IFSMA.**
 - b. SDC 5/14/1 – Japan - Minor corrections of mandatory IMO instruments which refer to resolution A.744(18)
 - i. **Nothing significant for IFSMA,**
 - c. SDC 5/14/2 – China – Consideration of fire integrity requirements for steering gear compartments
 - i. **Nothing significant for IFSMA**
 - d. SDC 5/14/3 – IACS - Comments on document SDC 5/14 – Review of the 2008 IS Code
 - i. **Nothing significant for IFSMA.**